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	CENTR	AL INTELLIGENCE AGENCY	REPORT NO.	
	INFOR	MATION REPORT	*	
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SUBJECT	Railroade and Bridges/	Regulation	DATE DISTR. 2/ Nov 1	1952
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- 6. In regard to railroad bridges in general, those with large spans were built of iron, whereas smaller railroad bridges (up to 10 meters) were usually constructed of stone or stone and concrete. Overpasses (over railroads or over narrow rivers and streams) for the most part were built with three-span re-enforced concrete. The end spans were 6 to 12 meters and the middle span was 10-20 meters, depending upon the width of the river bed and the number of railroad tracks overpassed. Sketches #3 and #47.
- 7. In computing statistical calculations for bridges the load of the train is taken into account in accordance with sketches Nos 5 and 6.
- The quality and method of construction of railroads was very good. Qualified, technically trained supervision was adequate, and detailed inspection of all phases of construction was mandatory.
- 9. The type of train control and signal systems used on the Bohemian-Slovakian-Moravian road system was identical. That was the road blocking by means of
- 10. About the density of rail traffic on the following lines, distance passenger trains:

Pflsen Klatovy-Domazlice, 6
Klatovy-Mestys Zelezna Ruda, 4
Pflsen-Domazlice-Furth, 6
Budejovice Pilsen, 7
Prague-Protivin-Budejovice, 7
Prague-Pilsen-Gheb, 10
Horazdovice-Klatovy, 5
Horazdovice-Filsen-Tabor-Jihlava-Brno, 5
Frague-Pardubice-Brno-Bratislava, 10
Brno-Memoky Ruda, 5
Brno-Vlachy (Slovakian border), 6
The same number of trains ran in the oposite direction.

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- 11. It was necessary to control the Blanice River because large areas in its lower reaches were immedated after each spring flood. The water would remain in the meadows for a long period, depriving these mealows from being used for agricultural purposes. The Blanice River originates in the Samava Mountains, and it empties into the Otava Rive at Pilsen. In the upper reaches of the Blanice River a dam was constructed to collect the water in a large basin and to regulate the quantity of water flowing in the Blanice River channel. When the water was at its highest the regulated portion discharged a maximum of 32 cubic meters per second Sketch 17.
- 12. The regulated part of the river in the lower stretches extended for about 25 kilometers. Ten or 12 three-span bridges of re-enforced concrete crossed this portion. From a strategic viewpoint, this river is considered small and of very little importance; however, there is an exception, if the railroad bridge at Blanice and the station at Protivin were destroyed simultaneously, traffic would be interrupted on the line connecting Prague with Protivin, Budajovice, and Line. Traffic would also be disrupted on the railroad line connecting Pilsen with Prativin, Budajovice, and Line. Additional traffic would be disrupted on the lines connecting Prague-Pilsen, Razice- Horazdovice-Pilsen and the line connecting Prno with Jihlava, Tabor, Pilsen, Horazdovice, and Khatovy.

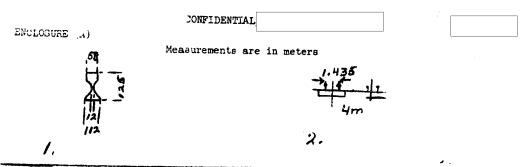
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ENCIOSURE (A): Seven Sketches of Railroad Track and Bridge Measurements

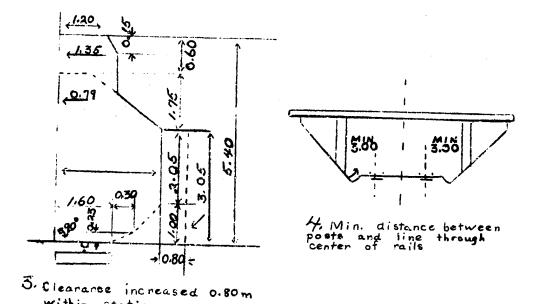
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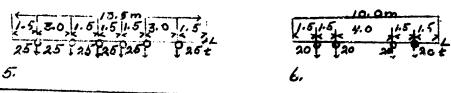
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Cleanance of Tracks on Bridges or at Stations



For bridges of Class I: Iscomotive = 11.11 tons per meter; Gar = 8 tons per meter.



Profile Sketch of Channel

18 - 29 m

1.5

18 m

7.

station area

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